



MAUNA LOA TOSSED ABOUT.

The Inter-Island steamer Mauna Loa arrived in port Friday morning from Maui and Hawaii ports, bringing fifteen cabin and forty-eight deck passengers and a large amount of freight. The steamer had a rough time of it at Hawaii, along the Kau coast and at Punaluu especially, heavy swells preventing the landing of freight for two days. The incoming freight brought in yesterday was 728 bags of coffee, 45 bags taro, 12 bags ginger, 17 bags potatoes, 10 kegs butter, 14 barrels oranges, 89 bunches bananas, 15 bales awa, 23 barrels of fish, 51 hogs, 57 head of five stock and 255 packages.

Purser Friel reports the following sugar available on Hawaii: Kukuhae, 800 bags; Panuhau, 5000; Honuapo, 1000; Punaluu, 3545.

EVA LOADING FOR HONOLULU

Bringing accounts of the worst storms they have ever encountered on this coast, two little fore-and-afters, the schooners Eva and Alice, arrived in port yesterday morning from San Francisco seventeen and twenty-two days out respectively. Only the ablest kind of seamanship brought the two little schooners safely through furious storms that wrecked far larger and abler vessels.

The Eva is a three-master registering 263 tons and is in command of Captain P. H. Bjornstrom. She was seventeen days coming up the coast from San Francisco and master and crew went through the same trying experiences as beset the Alice in Monday's furious gale.

This is the first time Captain Bjornstrom has been in Tacoma in fifteen years and he is amazed at the growth of the city in that time. After walking through the business district yesterday afternoon he stated that he could find but little to remind him of the Tacoma of 1891 and thereabouts. He has been six years master of the Eva.

This voyage the Eva will go to Honolulu. She docked at the St. Paul mills yesterday and will begin taking cargo at once. She has on board 90,000 feet of redwood which she loaded at Humboldt, Cal., before going to San Francisco, and finishes out her cargo of 210,000 feet with fir. — Tacoma Ledger, December 15.

VITAL INTEREST TO OCEANIC CO.

Of vital interest to the future of the Oceanic Steamship Company is the action of Congress on the proposed ship subsidy bill, by which companies running steamships engaged in foreign commerce will be greatly benefited, says the San Francisco Commercial. Were the proposed bill as at present constructed, without eliminations or amendments, to become law, the Oceanic would be benefited, it is said, by about \$217,000 a year. This amount would go far toward making up the present deficit and add immensely to the value of the securities, which, when last sold, brought \$94; the value of the common stock is merely nominal, probably not more than \$2.50 could be had for the \$100 share if put upon the market today. The payment of a subsidy would stimulate the company to energetic efforts to increase its traffic and to transform the permanent loss to its income account into a surplus, and, possibly, allow resumption of dividends.

The steamer Sonoma is now on her way to port, and ought to arrive on the 17th inst. in a thoroughly renovated condition, with boilers and machinery in the best possible shape, and the passenger accommodations improved to an extent that will add greatly to the comfort of travelers.

The Ventura is again in commission after an entire renovation, and is due to arrive January 7th.

The Sierra will be the next steamer to be received, and is looked to arrive January 28th.

The work done on the three great steamships has been of the very best, and is the first overhauling the big vessels have had in over five years.

The Oceanic is now in receipt of a subsidy, to continue the next two years, of \$20,000 a year from New Zealand, and receives from the Australian government a moderate compensation for carrying the mails to and from that country.

CHARTERED FOR CHINA.

The steamer Suveric, which arrived here last evening from London via London, has been chartered to carry wheat and lumber from Portland to China. The Suveric is the largest tramp steamer under the British flag fitted to carry immigrants and it is said that on arriving in the Orient she is to carry Japanese emigrants but the destination has not been made public. — S. F. Call.

ARRIVED.

Friday, December 28.
Str. Mauna Loa, Simerson, from Hawaii and Maui ports, 6:05 a. m.
Saturday, December 29.
Str. Kinau, Freeman, from Hilo and way ports, 10:10 a. m.
Str. Iwalani, Pittz, from Kauai ports, 3:45 a. m.

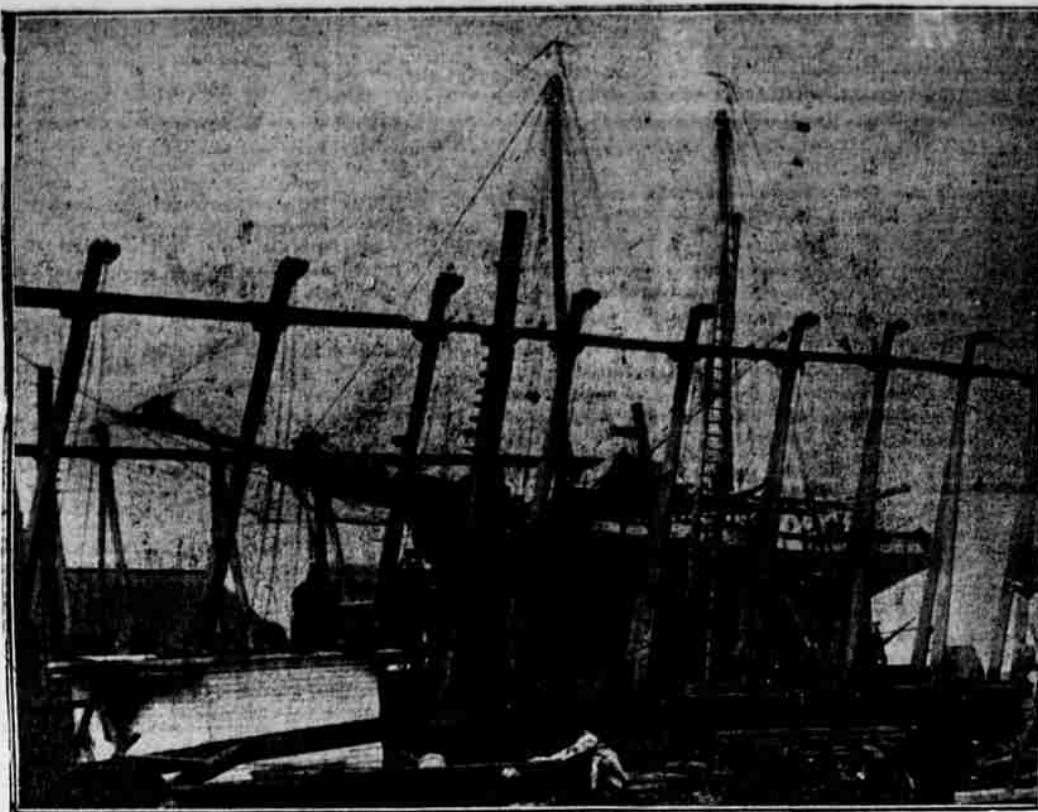
Sunday, December 30.

Str. Maui, Bennett, from Nawiliwili, 3:08 a. m. with 9899 bags sugar.
Str. Ke Au Hou, Tulett, from Honolulu, 5:45 a. m. with 1000 bags rice.
O. & O. S. S. Coptic, Dixon, from Yokohama and Hongkong, 11 a. m.
Str. Likiepke, Naopala, from Molokai and Maui ports, 10:30 a. m.

DEPARTED.

F. M. S. S. Mongolia, Hathaway, for the Orient, 12 m.
Str. Claudine, Parker, for Maui and Hawaii ports, 5 p. m.
Am. sc. Mary E. Foster, Thompson, for Port Blakely, in ballast, 9 a. m.
Str. Kikaha, Thompson, for Waima and Kihuna, 5 p. m.
Br. Cableship Restorer, Combe, for

THE LAVINIA WRECKED UPON WAIKIKI BEACH



SCHOONER LAVINIA WRECKED AT WAIKIKI.

(From Monday's Advertiser.)

Driven by a terrific Kona gale and enveloped in almost Egyptian blackness save when the extraordinary sheets of lightning lit up the ocean and the coral-reef shore, the two-masted American schooner Lavinia was piled up on the reef at Waikiki, opposite the Aquarium, about 12:30 o'clock yesterday morning and became a total loss, the wreckage strewn the shore from Castle's residence to the old Aloha home.

The captain and crew saved themselves by swimming ashore, an extraordinary feat considering the violent state of the weather. By noon yesterday all that remained of the once trim little schooner where she struck was a section of the hull, its gaunt ribs sticking up through the billows like the weather-beaten frame of a huge mastodon. The stern post was washed up on the beach just Ewa of the Aquarium and all that remained of the deck floated into the embankment just Waikiki of Queen Liliuokalani's beach residence, while the top of the deck house landed near Hedemann's. All manner of wreckage came in during the day, and now and then members of the crew picked out a mattress, a shoe, a hat, but little was saved, and luckily there was no cargo aboard.

CAPTAIN SAM AND CREW.

Among the crowd of spectators that watched the breaking up of the schooner was Captain Sam Manu and his crew of five men, all of whom had shown unusual ability as swimmers in stroking their way through the boiling surf during the night when the wind was howling and took their loss philosophically. Captain Sam has been at sea nearly forty years and has had many narrow escapes, but this is the first time he ever lost a vessel. He is a skilful navigator in Hawaiian waters, and from all expressions concerning the wreck made by waterfronters, the most experienced seaman would have met the same disaster had he been in Captain Sam's shoes that night.

Captain Sam is 75 years of age, tall, heavyset, but well-built and muscular. He looks not 75 but 50. His feat in swimming ashore under such circumstances is noteworthy and his crew take a great deal of pride in the fact, despite their having to save their lives in the same manner.

HAD A GOOD START.

Captain Sam told the story of the voyage to an Advertiser man at the Kunst place at Waikiki while wreckage came floating in from the wreck: "We left Kohala on Thursday," said he, "about 8 o'clock at night. Friday morning I sailed over to Maalaea Bay to haul up a buoy. I got there at 8 o'clock and began work on the buoy but it was too heavy and we nearly capsized so I had to abandon that job. So at 5 o'clock Saturday morning I left Maalaea Bay and set sail for Honolulu. At daylight we passed Olowalu when we met with a light breeze. We had smooth water there. Off Lanai I found a south wind blowing. I picked up this wind astern and started straight

Midway Island and Vancouver, 11:30 a. m.
Bark Coronado, Potter, for San Francisco, 10:45 a. m.
Am. sp. Marion Chilcott, Larsen, for San Francisco, 2:30 p. m.
Monday, December 31.
O. & O. S. S. Coptic, Dixon, for San Francisco, 12 noon.

PASSENGERS ARRIVED.

Per str. Mauna Loa, from Hawaii and Maui ports, December 28.—From Kauai: George M. Robertson, Father Julian, Miss E. C. Skinner, Miss A. P. Mahoney, C. E. Chase, from Kona port, Miss M. A. Ah Lo, W. H. Lentz, James Craw; from Maui ports, F. A. Otis, S. Lyle, W. O. Smith, Mrs. J. Dow, W. B. Norton, Mrs. J. W. Humm, J. Coelho, Mrs. J. Coelho; deck from Hawaii 40; from Maui, 8.

Per str. Mikahala, from Kauai, December 28.—W. Kruse, N. E. Townsend, John Hackett, Kekoi, Mrs. J. Miller, Mrs. Nieper, Master Neiper, J. L. Robertson, A. J. Blackman, Mrs. C. W. Spitz, Miss Fountain and 25 on deck.

Per str. Kinau, from Hilo and way ports, December 29.—Mr. Wakarua, Rev. Motai, E. S. Rigdon, Mrs. E. S. Rigdon, E. L. Bingham and wife, Miss

over for Honolulu and was off Diamond Head about 11 o'clock Saturday night.

STRUCK BY KONA.

"Then about half an hour later a heavy Kona wind struck us. It was sudden and quite heavy and I had to leave to. The weather became so thick that I could not pick up a light anywhere. Everything was black around us.

"Then came successive displays of lightning accompanied by thunder. The wind increased in severity and the rain was quite heavy. Then came the climax. An extraordinary sheet of lightning lit up everything like day and a crash of thunder followed and with it came a blast of a gale, the like of which I have never experienced before. Crash! Our sails were blown out, every one of them. The vessel heeled over and swung around and I knew then she was helpless. I was at the wheel all the time. We drifted around and I knew we were getting in to the breakers.

KEEL COMES THROUGH DECK.

"Finally we struck on the reef with a terrific crash. The vessel heeled away over and a rush of water came up from below. The vessel had split on the reef. We waited on deck for awhile. The waves were breaking over us, but we stayed until the keel seemed to be working up through the deck, and then I told the boys to jump overboard and swim ashore. When I said that I knew it was time to leave. We jumped in with just the clothes we had on and started for shore, keeping together. On, no, we had no difficulty. We got ashore all right near the Aquarium, nobody hurt. Oh, yes, I used to be a good swimmer."

Of course, as the old man told the story it was replete with Hawaiian-English phraseology and filled with quaint expressions that are not incorporated in this narrative.

FELT HEAT OF LIGHTNING.

Two or three of the sailors when asked their experiences told of one incident which was to them about the most remarkable thing concerning the wreck.

"When that big blow came," said one of the crew, "Captain Sam he had the hell-on. One great big blow he come and plenty of lightning—never see so much before. All at once come the lightning, the thunder, rain and a gale. Phew! That lightning make all our faces hot, and the sailor rubbed his cheeks with his hand to more clearly elucidate the statement. Each man said that the lightning seemed to charge the rain-filled atmosphere with electricity and to send a warm current through it.

HELPED BY PEOPLE ASHORE.

Several people on shore saw the predicament of the schooner and when the captain and crew came ashore they were ready to render them whatever assistance they needed. The men were not exhausted with their swim through the heavy breakers, but they felt in need of stimulants, and these were given them. They said they knew where they could get clothes and started down the road. They were disappointed.

F. Scott, A. K. Nawahi, T. Sanden, Mrs. T. Sanden, Mrs. E. Madden, Miss Violet Madden, H. Aoki, Rev. C. L. Choi, Mrs. J. F. Stokes, Ernest Parker, C. Tuck, Charles Williams Jr., D. B. Murdock, G. D. Russell, Miss M. Kamaka, Mrs. S. Nasita, K. Mitani, Mrs. K. Mitani.

Per O. & O. S. S. Coptic, from Yokohama and Hongkong, Dec. 30.—For Honolulu: J. M. Riggs, R. Secord, T. Yamada, A. York, J. York, Dr. H. C. Wilson, P. J. Beveridge, Mrs. R. C. Cotton, Miss Cotton, Geo. D. Edwards, J. S. Gillies, H. L. Marsh, H. S. McMassey, Dr. Wm. Nunan, Hon. A. Odlin, G. Okada, H. Strausburger, W. J. Wood.

Per str. Maui, from Kauai ports, Dec. 30.—Rev. S. Hyen, Sam Mookini, Sing Wal, Mrs. F. H. Hanson, Mrs. J. A. Palmer, J. D. White, A. G. Stoddard, H. W. Ehlers, A. Frias, Mrs. Frias, Mrs. Frank, Mr. Frank, J. H. Coney, Miss Teiser, Miss Mumford, A. Jaeger, W. A. Kinney, H. P. Baldwin and 15 deck.

PASSENGERS DEPARTED

Per str. Claudine, Parker, for Maui ports, Dec. 28.—Miss Danielson, Miss L. Murray, J. L. Coke, C. C. Conradt, Mrs. M. R. Perrella, Mrs. Guerrero, Mrs. D.

pointed at one place, not finding the people in, but at the Meana engineering they found a Chinaman who procured clothing for the entire six and otherwise made them comfortable. The crew look upon this Celestial as a Good Samaritan. Yesterday they returned the clothes loaned to them.

HAD NO CARGO.

The Lavinia on this homeward trip had no cargo. Since Captain Sam has had command of the vessel the cargo was always freight carried from Honolulu to island ports.

Captain Sam rented the Lavinia from Captain Weisbarth, a veteran seaman who had many trying experiences in the same craft. Captain Sam took control of the vessel on October 18, 1906. His crew comprised Jimmie, the mate; Antonio, Pohaku, Henry and Pio, sailors.

A CENTENNIAL BOAT.

Captain Sam says that the Lavinia came to Honolulu from the Coast in 1876. He believes she was known then as the Walele and was owned by Frank Cooke. She passed into the hands of Lavinia Kapu, and the name was then changed to Lavinia. She was owned by Allen & Robinson and finally came into the possession of Captain Weisbarth. She is a vessel of about forty tons and has been used in inter-island trade and also carried cargo from Laysan Island to Honolulu.

CAPTAIN SAM, WHALER.

Captain Sam began his sea career in the early '60s, when he went to California and thence to the Arctic on a whaler. He has sailed up and down the Pacific Coast and has been in various ports of Mexico.

MADE MEMORABLE TRIPS.

The Lavinia has had an interesting history. On June 25, 1904, the Lavinia returned from a trip to the French Frigate Shoals, where Captain Weisbarth went to wreck the fine French bark Connetabel de Richmond. The little schooner returned in 63 days with a vast amount of plunder, comprising windlasses, pumps, hawsers, wire cables and about everything movable on the vessel.

The schooner was away so long that people here began to give the little vessel up and prophesied that she had met a similar fate to that of the Connetabel de Richmond. But she came back with stuff worth several thousands of dollars.

Just two years ago, or on January 1, 1905, the Lavinia returned from Palmyra Island with a cargo of coconuts. While lying off Palmyra a gale was encountered. The captain shifted the vessel to seaward and anchored. But the conditions changed from bad to worse. The schooner heeled almost completely over and everything movable on deck was lost overboard, including the fish-box, so that the crew had some of its food supplies lost. Then the anchor chain parted and the vessel drifted, but new anchors were made from scraps of iron, and when these were thrown overboard they proved effective and the vessel was saved from destruction. The steering gear was also smashed.

H. Case, Father Stark, A. W. Collins, F. Orbell, Captain Wolters, Captain Henney, Miss Nani Hala, Mrs. W. P. L. Bett, Miss Foss, Mrs. J. C. Foss, M. Lewis, A. J. Case, J. R. Desha, Nelson B. Lansing, S. H. Moses, T. B. Lyons, C. Gay, Moses Walwaiole and wife, Wm. Henry, Moses Vickery, Mrs. C. A. Vickery, Miss Kealoha.

Per S. S. Mongolia, for the Orient, Dec. 28.—Mrs. W. C. Folks, Edmund Gale, Mrs. Edmund Gale, Miss Florence Gale, Mrs. Wm. H. Parsons, R. C. Ross, Mrs. R. C. Ross, Dana Stevens, Miss Elsa Van Fleet.

DIED.

NOTT—In Honolulu, December 29, 1906, Agatha Dolron Nott, the wife of Thomas Nott, aged 56 years. Funeral at 3:30 p. m. today from the family residence, 2341 Nuuanu avenue, opposite the residence of J. A. Cummings. Interment Makiki cemetery.

MORGAN—At the Queen's Hospital, December 29, 1906, Margaret, the beloved daughter of Mr. and Mrs. J. A. Morgan, aged three years and seven months. Funeral from residence to Catholic church, thence to Pearl City at one p. m.

THE SHIP SUBSIDY BILL HAS HARD FIGHT TO WIN

WASHINGTON, December 16.—A final fight over ship subsidies is in progress in the House. It is quite as spirited as in the earlier days when Senator Hanna of Ohio and the late Senator Frye of Maine were battling for the principle of subsidies, and the Senate debated almost day and night in its efforts to reach a vote. The House was even more skeptical than the Senate in those days. It remains skeptical now, apparently does not want to be convinced—perhaps will not be convinced. There are standpaters galore in the House, grim old legislative veterans who have personal knowledge of all the important congressional legislation of the last fifteen years, since the time when Thomas B. Reed, then in the prime of his career, first took up the House gavel. They are tremendously interested in keeping the tariff schedule where they are, but those who come from the Middle West do not care a penny about protecting ships, for that is what subsidies amount to.

The Senate fought the question out in the course of long debates, the subsidy bill passed there, with Senator Frye at the helm, and passed again and again, but the House has remained obdurate, and now the battle is to be fought out there. The preliminary and also the very important part of the fight is being waged in the House Committee on Merchant Marine and Fisheries, which is deep down in the bowels of the Capitol—"down under the terrace" in the vernacular of the Capitol, where one must have a guide to find his way.

Maine has long been a foremost state in pressing for ship subsidy, and whether the numerous ship subsidy bills of the last quarter of a century have been before the Senate or the House, some prominent Maine man has been actively championing them. In the Senate it has generally been Mr. Frye, because he has long been the chairman of the Senate Committee on Commerce, where subsidy bills are framed, but Mr. Hale of Maine, now the floor leader of the Senate, has been quite as active in pressing for such legislation. Over in the House the late Nelson Dingley of Maine was at one time chairman of the Merchant Marine Committee, and an active subsidy champion, and now his successor in Congress, Representative Charles E. Littlefield, is a member of the committee and one of the foremost champions of the pending bill. Mr. Littlefield dives down into that terrace committee room every little while to wrestle anew with the opposition and when he comes up again to the corridors surrounding the House he has a useful look. He fears the worst for the ship subsidy bill, but still fights on.

The present trouble is of Speaker Cannon's making. Be it known that he comes from the Middle West, where there are no oceans, no rock-bound coasts, no seafaring population, no ships. Astute in generalship, Mr. Cannon last year "packed" the committee. He did not pack it in the interest of subvention to ships; he packed it in opposition. And there are now four Republican members of that committee from the Middle West, every man of them ready to fight ship subsidies to a finish.

There is one notable exception, Representative Charles H. Grosvenor of Ohio, the chairman. He is the most rantankerous of ship subsidy advocates. He would vote an appropriation for about anything that the big ocean liners want. That hurts the cause. It also hurts the cause that Gen. Grosvenor is down and out politically. He lost a renomination and therefore a reelection, and members of the House of Representatives are as averse as are men in other callings to following a "dead end." The committee meetings are tempestuous. Gen. Grosvenor, carrying his burden of seventy-three years and with two decades of House service behind him, reproaches the Republican members, half his years, for bickering. They retort with spirit. Representative Littlefield, full of enthusiasm for the legislation, strives to act as a mediator, but thus far to little purpose. Clever tactics are resorted to by both sides.

Out of the constant scrapping, which constitutes by long odds the liveliest fight of this session of Congress, there has already grown a process of elimination. The House will vote no cargo subsidies. Freight ships, as such, will receive no subsidies, unless it can be voted in on the floor or forced in before the end of this fleeting session. That would cut Maine out of benefits for her sailing ships, after having made a game fight for many, many years, through her public men in Congress. The subsidies to transatlantic ships will also be cut out of the bill in committee. It has been proposed to vote appropriations for lines from San Francisco, via Honolulu, to Australia and the Orient. That has raised a great howl on the plea that it would inure to the benefit of the Spreckelses, who already have numerous ships on the Pacific. Another line from Seattle to the Orient is proposed, but that meets with strong opposition. There is general acquiescence by the committee on subsidized lines to South America, both down the Atlantic and the Pacific coasts, but the conservative Republicans on the subsidy question say that Gen. Grosvenor is trying to get too many subsidized lines to South America and that it would be better to have only two or three and pay them enough to make it worth their while. All these payments, however, are to be in the form of subsidies for carrying mails.

President Roosevelt seems to have added to the troubles of the subsidies, although he disclaims any intention to have done so. He recommended an alternative plan in his message, after regions of influential Republicans had called at the White House offices to urge him to drive as hard as he possibly could in favor of the Senate bill. If it should not be practicable to enact the Senate bill, the President said in his message in substance, Congress should favor appropriations to South American lines. The opponents of the Senate bill seized upon that as though it were their greatest hope and they have made the most of it. Again there was a rush of influential Republicans to the White House offices. They told the President he had spilled the fat in the fire by his alternative recommendation and now he is sending another message to Congress to correct it.

So the jolly fight goes on while the American Merchant Marine declines. The wisecracks say that something will be enacted before the session of Congress is over, but there are many obstacles in the way. Almost any legislation that carries a considerable appropriation—and Speaker Cannon in his opposition conceded that the appropriation should be sizable—will make the shipbuilders take notice. They have been among the numerous visitors to Washington since Congress convened, have been laboring with Congressmen, standing outside the committee doors for the first word from every tempestuous meeting, and making appeals wherever it could be apparently do any good. At least two members of the committee, favorable to a strong bill, are now sick unto death, and that has seriously augmented the discomfiture of friends of the Senate bill.

Sensors say they will retaliate unless the House does something for subsidies. They will clip a few large sums off the River and Harbor Appropriation Bill, which is to be a fat one and carry many millions for distribution among many communities. Senator Frye, who holds the key to the situation on the River and Harbor Appropriation Bill, sits grudgingly during all this war talk. He wants subsidies for ships and he also wants river and harbor appropriations. But Maine needs little for river and harbors, because the Maine delegation has, looked after by Senator Frye chooses to strike along in February, he can make the Middle Westerners squirm. He does not say whether he intends to strike or not.

ERNEST G. WALKER.

AN UNCANNY ADVENTURE

Because an alleged kahuna was slapped across the face by an intoxicated man the police were called in and while placing the fellow under arrest were led to make the mistake of also trying to arrest a corpse.

On Saturday evening at 6 o'clock one Pihani Nihou died at his home in Moiliili. His son-in-law, Kauahou Kauahou, came home about an hour before midnight, feeling somewhat gay from the effects of a Saturday night celebration down town. On hearing the house he heard the dismal sounds of wailing, and walling among Hawaiians is most usually heard nowadays when there is a death. Kauahou entered the house and found an assemblage of relatives and friends bemoaning the death of Nihou.

Kauahou took note of all present and then singled out one whom he accused of being a kahuna and responsible for the death of his father-in-law. Kauahou showed his disapproval of the kahuna's presence by slapping him in the face and ordering him from the house. His belligerent spirit arose when he had inflicted corporal punishment on the alleged kahuna and he was apparently filled with a desire to "do up" the whole crowd. He went to his room, procured a revolver and returning to the room where the corpse lay, ordered the theintire company to leave. He flourished the gun and said he would shoot if any remained. The room was emptied in a hurry and Kauahou then stood lonely guard over the old man's body.

Shortly before midnight came a heavy rain and the mourners were drenched to the skin. Even then Kauahou would not relent and permit them to return to the house. Finally one of

the crowd sought detective Manuel Leal and told the story of their wrongs. He sent a call to the police station and officer Sheldon responded with the patrol wagon. On arriving at the house the officers gained entrance to the room where Kauahou was supposed to be vigilantly on guard, only to find that he had retired and was stercorously snoring. Sheldon at once placed the intoxicated belligerent son-in-law under arrest and finding another in the bed proceeded to put him under arrest too, until he found the body was cold in death.

SEND FOR My Market Letter

You probably know that Goldfield, Nevada, is the greatest mining camp the world has ever known. One mine, the Mohawk, produced \$2,000,000 in 106 days. I advised everybody to buy it at \$1 a share. It has since sold up to \$20. Fortunes have been made in the Goldfield stocks. In the next few months we are going to see a greater boom than ever and more fortunes will be made. To know what is doing you will have to read my market letter. I get my information direct from my Goldfield office. One customer of mine made \$15,000 in three months. You can do as well if you have the right information. Send me your name and address and I will advise you. It costs you nothing. Address:

A. J. MOORE,

Rooms 29 and 30 Bacon Block

OAKLAND, CAL., U. S. A.

Reference Union National Bank, Oakland, Cal.

FOR SALE.

MR. JAMES A. LOW will sell from his kennels a number of choice young bloodhounds which are suitable for watch dogs for country or suburban homes. Address, Alca, Oahu.